

Assistant Engineer, Public Works Department
\$3,000. In reply to Hon. T. H. Whitehead and the Colonial Secretary said there had been such an increase in this officer's wages that the Governor, advised the increase from \$2,400 to \$3,000.
Mr. Whitehead said he thought the matter should have come before the Finance Committee but he did not take exception to it.
Medical Department, \$108,133. Hon. T. H. Whitehead called attention to the Colonial Surgeon's last report in which it was stated that the Civil Hospital was giving better accommodation for a day than could be obtained outside for much more. He thought the Colony was making greater demands on the hospital than formerly and he did not see why it should be a charitable institution.
The Colonial Secretary said the Governor had decided to raise the prices as the present rates were too low.
Comdr. Ramsey, in answer to Hon. Mr. Whitehead, said the Board of Trade paid for a certain number of the seamen in the hospital.
The Colonial Secretary read a communication regarding the item "Defence Works, \$30,000" a question having been raised on the matter by Mr. Whitehead.
The remaining items were all passed and the committee adjourned.

SHANGHAI AUTUMN RACE MEETING.

FIRST DAY, MONDAY, 1ST NOV. 1897.
The JOCKEY CUP, value, Tls. 200; second pony, Tls. 25; for China ponies that have never won a race; to be ridden by jockeys who have not had more than two winning mounts; non-winners allowed 5 lbs.; winners of one race, weight for inches as per scale; winners of two races, 7 lbs. extra; entrance, Tls. 5. Once round.
Mr. Henry Morris' d. du. Pride, 1st 11.10. Mr. Hall 1
Mr. Glenday's gr. Pibroch, 1st 11.15. Mr. Ellis 2
Mr. Francis's gr. Inspiration, 1st 12.00. Mr. Chisholm 3
Ten starters. Time, 2 min. 41.1 sec.
The CRITERION STAKES, a sweepstakes of Tls. 10 each, with Tls. 150 added; second pony, Tls. 10; for China ponies; weight for inches as per scale. One mile.
Mr. H. Sylva's gr. Langkat, 1st 11.10. Mr. Hall 1
Mr. Ring's dun Invader, 1st 11.15. Mr. Meyer 2
Mr. Henry Morris' bk. Blackberry 1st 11.40. Mr. C. R. Burkill 3
Five starters. Time, 2 min. 46.1 sec.
The MAIDEN STAKES, value, Tls. 300; second pony, Tls. 75; third pony, Tls. 50; for China ponies that have never run at any meeting; weight for inches as per scale; entrance, Tls. 5. Three-quarters of a mile.
Mr. Hopeful's h. Arson, 1st 11.40. Mr. Jones 1
Mr. Boxey's wh. White Lilac, 1st 12.00. Mr. Hall 2
Mr. Linton's gr. Saracen, 1st 12.10. Mr. Master 3
Twenty-two starters. Won by a short head. Time, 1 min. 30.1 sec.
The MALOO PLATE, value, Tls. 150; second pony, Tls. 50; for China ponies; weight for inches as per scale; entrance, Tls. 5. Half a mile.
Mr. Robson's bk. Black Chief, 1st 11.10. Mr. C. R. Burkill 1
Mr. Boxey's bk. Black Rock, 1st 11.15. Mr. Hall 2
Mr. John Peel's gr. Silver all, 1st 11.40. Mr. Master 3
Ten started for this event and a splendid contest resulted in Mr. Robson's Black Chief winning in 58 seconds, with Mr. Boxey's Black Rock close up and Mr. John Peel's Silver all a good third. The record half-mile at Shanghai is 57 seconds, done by Mr. O'Leary's Ravinette (1st 11.10) in the spring of 1895.
The CLUB CUP, value, Tls. 150; second pony, Tls. 50; third pony, Tls. 25; for more than five starters; for China ponies; weight for inches as per scale. Griffin at date of entry allowed 5 lbs.; entrance, Tls. 5. Two miles.
Mr. Charles's bay Sparrow, 1st 11.10. Mr. Midwood 1
Mr. Drysdale's gr. Slender, 1st 12.00. Mr. Jones 2
Mr. R. C. Renny's bk. Black Slipper, 1st 12.10. Mr. Renny 3
Seven starters. Time, 4 min. 22.1 sec.
The LOTTERY STAKES, for all China ponies; value, Tls. 200, added to a sweepstakes of Tls. 15 each. Forfeit Tls. 5; if declared on or before the date of closing the entries for the Autumn Meeting, when the balance Tls. 10 to be paid, and the names and colors of the ponies declared; the stakes will be divided as follows:—First pony 70 per cent., second pony 20 per cent., and the third pony 10 per cent., weight for inches as per scale; winners of a race of one mile or over to carry 5 lbs. extra. Griffin, which have arrived in Shanghai on or after 1st August, 1897, allowed 7 lbs. Non-winners, and Griffin purchased prior to above date, allowed 4 lbs.; no ponies qualified to run unless entered at Autumn Meeting, in an official race; one mile and a half; nominations, which are transferable, close on 1st July. Nominations to be sent to the Secretary on or before the 1st day of July, together with an entrance fee of Tls. 5 for each nomination taken. Dates of arrival and/or purchase to be declared on entry forms at closing of the Autumn entries. Closed on 1st July—45 Nominations.
Mr. Toeg's gr. Orwell, 1st 11.10. Mr. Willenmeier 1
Mr. Sturgis's gr. Vaguer, 1st 11.15. Mr. Read 2
Mr. John Peel's bk. Flanagan, 1st 11.40. Mr. Master 3
Eight starters. Time, 3 min. 18.1 sec.
The AUTUMN CUP, value, Tls. 150; second pony, Tls. 50; for China ponies; weight for inches as per scale; winners of Criterion 7 lbs. extra; non-winning jockeys allowed 5 lbs. entrance, Tls. 5. Three-quarters of a mile.
Mr. Henry Morris' bk. Blackberry, 1st 11.10. Mr. C. R. Burkill 1
Mr. John Peel's gr. Kenneth, 1st 11.15. Mr. Hall 2
Mr. Hampton's w. Ariel, 1st 12.00. Mr. Master 3
Ten started. Time, 1 min. 31.1 sec.
Weather fine, course soft.
The WHANGPOO STAKES, value, Tls. 200; second pony, Tls. 50; third pony, Tls. 25; for China ponies, being sold for Griffin at date of entry; weight for inches as per scale; winners of a race, 5 lbs. extra; entrance, Tls. 5. One mile and a half.
Messrs Common & Robson's bk. Market 1st 11.10. Mr. C. R. Burkill 1
Mr. Maris's gr. Toledo, 1st 11.15. Mr. Hall 2
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Nine started. Time, 3 min. 27.1 sec.
The FAH-WAH CUP, value, Tls. 150; second pony, Tls. 50; for China ponies that have not won a race; weight for inches as per scale; Griffin at date of entry allowed 5 lbs.; entrance, Tls. 5. One mile.
Mr. Burgandy's gr. Backing 1st 11.10. Mr. Willenmeier 1
Mr. Traddy's gr. Cayenne, 1st 11.15. Mr. Midwood 2
Thirteen started. Time, 3 min. 27.1 sec.

CHAMPERTY CASE.

TWO ARRESTS MADE.

The Captain Superintendent of Police to-day applied for warrants for the apprehension of Wong Chuk Lum, a clerk of Mr. K. W. Mounsey, solicitor, and Pang Kun Chi, a broker, on a charge of champerty. The Magistrate signed the warrants and the men were arrested shortly afterwards. They were brought before the Magistrate this afternoon. Mr. H. L. Dennis (Crown Solicitor) prosecuted and Mr. K. W. Mounsey appeared for the first and Mr. C. D. Wilkinson for the second defendant. The prisoners were ordered by the Magistrate to be put into the dock.

Mr. Dennis, in explaining the case, said that the prosecution was instituted by the Government through the Captain Superintendent of Police for an offence which was supposed lately to be extremely prevalent in this Colony, i.e., champerty. Counsel then read the definitions of maintenance and champerty from "Stevens' Indictment of Criminal Law" and "Russell on Crime." He said, as his Worship would see, champerty was extremely likely to occur in a place where a large number of people talked languages not understood by the judges and magistrates and this was extremely likely to bring up property. When cases of this sort were allowed to go on the maintenance would have a very real interest in getting the verdict for the person. The facts of the case were as follows:—A man named Kwong Ting Tai owned a fishing junk which he called Shaunkwan. On 5th April his junk was sunk by the English mailship *Rossita* on her way to Hongkong from Shanghai. Of the persons in the junk unfortunately four were drowned. When Kwong Ting Tai came to Hongkong he went into a club in Jubilee Street and there he met a man named Ho Kit and he told him that he knew a man named Pang Kun Chi. When this man was called he said that he could get compensation from the owners of the steamer and asked for 50 per cent. of the money recovered. An agreement was made by which Kwong Ting Tai was to give him 60 per cent. on the money recovered. Pang Kun Chi then took him to Mr. Mounsey's office where instructions were given to Mr. Mounsey and \$50 paid by Wong Chuk Lum to Mr. Mounsey for costs on Kwong Ting Tai's account. Two letters were written to the P. & O. and two travellers' cheques for \$100 each were issued. Mr. Mounsey then took him to the Admiralty Jurisdiction, one for the recovery of \$1450 for the value of the junk and his contents and another for \$2000 for the lives lost, the total claim being \$3450. The proceedings in the Admiralty Court did not go very far and on the 17th May the P. & O. Co., through their representative, arranged with Kwong Ting Tai to give him \$4000 in settlement of his claims. Messrs. Johnston, Stokes and Master were acting for the P. & O. Co. and at the request of Mr. Mounsey, who was acting on behalf of Kwong Ting Tai, for a check for \$1500 was given to Mr. Mounsey for the balance of the cost and \$1500 was handed over to Kwong Ting Tai. Messrs. Johnston, Stokes and Master's office, then being present at the time a clerk from Mr. Mounsey's office, the clerk and Kwong Ting Tai then went to Mr. Mounsey's office and there Wong Chuk Lum asked Kwong Ting Tai to let him see the bank notes that were paid to him and counted them over. He then handed back \$500 to Kwong Ting Tai and kept \$500 which he said belonged to him according to the agreement. Wong Chuk Lum took the actual cash out of the \$2000 that was paid, and put into his own pocket, \$2000; \$200 was paid for costs and balance was what went to the nominal plaintiff, a man who lost his junk, his wife and son. This case would not have been heard but for a dispute for \$300. At the time when the P. & O. paid the money Kwong Ting Tai, the plaintiff, said it was a very small sum and the compromise of the P. & O. said he would give him \$300 which he said was a rule as everything without a reason, which results, I suppose, from being in such close proximity to the capital. The reason for our concern was a piano, a piano badly affected with hoarseness, stiffness, 1st the joints, and a debt; the last evil was the one of course aimed at removing. In the same way Tienstin will next week have a ball, the reason for which will be the races, including more-hoarseness, stiffness in the joints and debt, only the result of the ball will probably be a little accumulation of all three. In the case of the piano the proceeds clear of expenses amounted to \$250, which shows Tienstin is musically inclined you see. Well, it was a very good concert indeed. The great attractions of the evening were the first violin, a lady, and a new tenor. Ladies first, Tienstin has for long enjoyed the presence of a lady gifted with marvellous skill and power over the keys of instruments, and a violin solo at her hands is always an irresistible attraction. That her capacity greatly exceeds her ordinary achievements, as those who are, one is strongly tempted to believe, as the lady very softly performed, never quite forgot the graceful and fascinating figure which presents coquettish with her instrument, and some of the best passages suffer in consequence. In the delicately beautiful "Cradle Song" which she gave as her last encore, however, the player seemed to forget everything but the music, and her audience were spellbound with delight. This talented and prized member of our musical society is leaving us next week for home, and she will be missed during the season which is just beginning. What we are losing instrumentally, however, we are gaining vocally, as a tenor has lately come amongst us whose equal has never been captured in these parts before. He comes from no less a school than the Cathedral of St. Paul's Choir, and his every note bears witness to the highest possible culture. Oh! the treat it is to listen to him, and oh! how green with envy you'd be down in Hongkong if you could hear him; and to think that he is here for such a price as to himself, Shanghai has such a price as to itself, which is a patch on ours. But I have always told you, when we do a thing, or have a thing, it's sure to be just tip top, and there's no nasty, self-satisfied crowing about us, though we are exceptionally superior. For a downright modest, unassuming, humble, unassuming, lowly-minded, self-abasing little port—but I think I've said all this before.

Then Chatham arose, and said "Can this be?" I remember a drain. That discharged in the air, From Ewo's through Bowdler's blocked culvert, And the smell has been painful to me.

In the game that ensued B. did not take a hand, But the shore it was strewn Like the leaves on the strand. With several cases of sewage, Which Bowdler declared had been sand.

Which is why I remark, And my language is plain, That for ways that are dark, And for tricks that are vain, Hongkong's Public Works are peculiar.—Which the same I am free to maintain.

GILCHRIST.

HONGKONG'S PUBLIC WORKS.

(With apologies to Bert Hall.)

Which I wish to remark,— And my language is plain, That for ways that are dark, And for tricks that are vain, Hongkong's Public Works are peculiar.—Which the same I would care to explain.

There once was a drain, By the P. & O. Hong, Which had long put a stain On the air of Hongkong. For the reason its outlet was blocked up By a man who could never do wrong.

'Twas September the fourth; And quite balmy the skies; Which it might be inferred That the drain was likewise; When the *Daily Press* published a para. And the *Telegraph* followed their vice.

Then the Governor asked, Of that man without guile, If 'twas true that the drain Could be smelt for a mile; And the guileless denied its existence, In a letter that made people smile.

Then Chatham arose, And said "Can this be?" I remember a drain. That discharged in the air, From Ewo's through Bowdler's blocked culvert, And the smell has been painful to me.

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THE INTERPORT CRICKET TEAMS.

The Shanghai team chosen to visit Hongkong played a scratch team of the S.C.C. on the 25th Oct., and won by a bare 5. The batting was very poor, only two men on each side getting into double figures. Track 4, Ball 20 on the travellers' side; 1st Strab 30 not out and E. W. Matland 25 on the stay-at-home side.

The Singapore Free Press says:—It is possible that a football match will also be played, Hongkong v. Visitors, to which the Straits will be able to contribute five or six men.

Mr. Justice Leach takes a month off work, and goes to Hongkong with the team as mentor-in-chief and odd man, that is to say, extra man. Mr. Justice Leach will also act as the legal and medical adviser of the team. Mrs. Leach and Miss Sharp accompany the President of the S.C.C. in his visit to the scenes of his youth, that is to say his comparative youth.

NOTES FROM THE NORTH.

From Our Own Correspondent.

TIENTSIN, October 23rd.
We have had a concert. In the ordinary routine of social life, with its recurring entertainments you may not regard this as a peculiar circumstance or one really worthy of recording. But events in Tientsin must not be judged by the same standard as elsewhere. Tientsin does not as a rule do anything without a reason, which results, I suppose, from being in such close proximity to the capital. The reason for our concert was a piano, a piano badly affected with hoarseness, stiffness, 1st the joints, and a debt; the last evil was the one of course aimed at removing. In the same way Tienstin will next week have a ball, the reason for which will be the races, including more-hoarseness, stiffness in the joints and debt, only the result of the ball will probably be a little accumulation of all three. In the case of the piano the proceeds clear of expenses amounted to \$250, which shows Tienstin is musically inclined you see. Well, it was a very good concert indeed. The great attractions of the evening were the first violin, a lady, and a new tenor. Ladies first, Tienstin has for long enjoyed the presence of a lady gifted with marvellous skill and power over the keys of instruments, and a violin solo at her hands is always an irresistible attraction. That her capacity greatly exceeds her ordinary achievements, as those who are, one is strongly tempted to believe, as the lady very softly performed, never quite forgot the graceful and fascinating figure which presents coquettish with her instrument, and some of the best passages suffer in consequence. In the delicately beautiful "Cradle Song" which she gave as her last encore, however, the player seemed to forget everything but the music, and her audience were spellbound with delight. This talented and prized member of our musical society is leaving us next week for home, and she will be missed during the season which is just beginning. What we are losing instrumentally, however, we are gaining vocally, as a tenor has lately come amongst us whose equal has never been captured in these parts before. He comes from no less a school than the Cathedral of St. Paul's Choir, and his every note bears witness to the highest possible culture. Oh! the treat it is to listen to him, and oh! how green with envy you'd be down in Hongkong if you could hear him; and to think that he is here for such a price as to himself, Shanghai has such a price as to itself, which is a patch on ours. But I have always told you, when we do a thing, or have a thing, it's sure to be just tip top, and there's no nasty, self-satisfied crowing about us, though we are exceptionally superior. For a downright modest, unassuming, humble, unassuming, lowly-minded, self-abasing little port—but I think I've said all this before.

Latest advices from Uganda state that Major Teran with a force pursued Mwangwa and came up with the remnants of his army who meanwhile had been reinforced by parties of bandits. Major Teran gained the battle and defeated the enemy and finally routed them on the 21st of July.

A serious anti-Indian riot occurred at Rome today. The Police were assailed by the mob with paving stones and revolvers, and returned the fire, one rioter being killed and many injured on both sides.

The Times in an article on Indian affairs condemns the system of teaching history in Indian Adh Schools and Colleges, and especially deplores the political consequences of the idea inculcated of a former united and prosperous India. The article adds that we are now eating the bitter fruit of our own teaching, and shall reap hereafter a larger and more acid harvest.

BOMBAY, October 11th.
Captain Jones and Corporal Walton, 4th Dragoons, were shot dead, while on patrol duty near Jamrud.

Damodar Chapekar, who was brought to Bombay, has made a complete confession before the Chief Magistrate of participation in the murders of Mr. Rand and Lieut. Ayer. In the confession he entered into full details of the commission of the crime and numerous other crimes committed during the past year or two. The confession occupied three hours. The Police are unable to find the accomplices. Damodar was afterwards sent back to Poona.

The political officers state that no proposals from the tribesmen will be listened to till the troops have entered the Afridi country. Rumours are prevalent that the Afridis wish to dictate terms, and state that unless they are accepted they will make a desperate resistance.

The first column from Peshawar arrived at Kohat all well.

The Times of India states that the 17th Bengal Cavalry at Umballa have been disarmed of all their arms, for disobedience in refusing to return to duty while on leave until their full term was up.

During the past 48 hours in Poona and round about, there were 98 cases and 66 deaths from plague.

LONDON, October 11th.
The Imperial authorities have appointed Captain Cooke of the Canadian Military College, Assistant Officer at Santhar.

At the Pan-American Convention held at Dublin, Mr. William Redmond said that the Irish people sympathized with the natives of India who were fighting for England, and asked for others for whom which were given.

Lots of people are off to Fethalika this morning to get over the race week by the sea and waves, which will reduce the meeting considerably. They will all be back for the ball, however.

LATE TELEGRAMS.

BOMBAY, October 7th.
Tilik has resigned his seat in the Bombay Legislative Council.

LONDON, October 8th.
Major Lugard, Captain Harvest and Fortescue and Lieutenant Dore have been selected for service in the Lagos Hinterland. Reuters' correspondent at Lagos says that a French expedition of 500 soldiers left Porto Novo for the Hinterland. The Lagos Government is taking active steps to prevent any encroachment on British territory.

An article by Sir Charles Dilke in the *St. James' Gazette* says that the Government intend to introduce a bill to enlist 5,000 men from the reserve, at a extra pay, with a view to providing a reliable force for emergencies.

The *Times* Vienna correspondent states that it is rumored that General Lobanoff left papers when he died in which he urges that when Russia had completed her railways in Asia she should strike a decisive blow at India, and if successful, the disintegration of the British Empire would follow. The same correspondent states that the Powers are now rapidly directing their attention from Eastern Europe to Asia, and urges an Anglo-Russian entente as a waiting policy is dangerous.

At the Mansion House meeting yesterday Lord George Hamilton estimated the cost of the Indian famine to the Indian Government at ten millions sterling.

BOMBAY, Oct. 8th.
It is stated that a gathering of Ahids is marching to attack Jamrud.

The Mohmand field force has now broken up. General Elie's has resumed command of the Peshawar district.

Besides the heavy loss suffered by the Mohmands by the destruction of their towers, they have given up 1,070 guns, 60 Enfields, 12 breech loaders and 800 swords, paid fifteen thousand rupees of a fine, and furnished supplies valued at over half-a-lakh of rupees to the Commissioner.

October 10th.
A *Plains* special telegram says that the proposal of the Viceroy in regard to the tribal risings on the frontier were referred in the first instance to the Secretary of State for approval. In reply Lord George Hamilton has given the Government of India an absolutely free hand in the matter, undertaking however to share the responsibility in any measures the Viceroy in Council may decide to employ.

A high opinion is held in London by all competent authorities on Indian affairs, that the British patience, courage and judgment in dealing with the succession of extraordinary calamities which have befallen India of late. It is understood that if the Viceroy is willing an extension of his term of office will be shortly announced. In that case a similar compliment will probably be paid to one of his colleagues.

The total British casualties since the attack on Colonel Bonnier's party amounts to 10 killed, and 580 wounded. Of these 14 British officers were killed and 34 wounded.—*Observer*.

LONDON, October 9th.

It is reported that Mr. Cecil Rhodes is seriously ill in Rhodesia.

The *Times* Paris correspondent says he is in a position to state that none of the Powers for a long time have approached England on the subject of Egypt, but that France about a year ago asked Russia whether she would give her support in the event of France abandoning negotiations and taking action. In reply Russia earnestly begged France to abstain from provoking England.

A manifesto has been issued from the Engineers' Union, which admits the financial straits and appeals for help to all Trade Unions. The men now locked out number seventy thousand. Marshall Alanco replaces General Weyer in the command of the Forces in Cuba.

October 10th.
The report of Mr. Cecil Rhodes' illness is exaggerated. He is only suffering from an attack of ordinary fever, and he is now recovering. He will return to Salisbury on the twelfth.

The town of Nikhi, which is the actual objective of the French expedition from Porto Novo, has been long occupied by the French notwithstanding British claims to it. The situation is, therefore, regarded as serious on account of the possibility of collisions between British and French forces.

Mr. Barnes, Secretary of the Amalgamated Society of Engineers, states that in the event of the continuance of the present struggle, the Engineers of the Hindustani and Oriental and other small firms will probably be withdrawn, thus rendering outside intervention inevitable.

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NAVAL NOTES.

The battleship *Hercules* is being armed with 6in. quick-firing guns in her bows, not 12 pounders as before stated.

The torpedo-submarine *Spadwell* had a satisfactory full power trial off Plymouth on 13th ult. in which she developed an average speed of 16.8 knots in a three hours' cruise. A previous trial a fortnight before was unsatisfactory.

The battleship *Hannibal* is to be completed at Portsmouth by the end of the financial year at a cost of £70,000.

The new shallow draught steamers *Chatham* and *Heron* are to be commissioned at Chatham for service on the River Niger.

Sir Henry Frederick Nicholson, who has just been promoted to the rank of Admiral, was Captain of Her Majesty's ship *Thetis* at the bombardment of Alexandria, and was made a C.B. for his service on that occasion. He became Rear-Admiral in 1876 and Vice-Admiral in 1892. He has been Commander-in-Chief at the Nile since June, 1896. His K.C.B. was one of the recent Jubilee honours.

The second-class cruiser *Karyalus*, built at Chatham Dockyard in 1877, has been sold out of the Royal Navy as unfit for further service. She hoisted the pennant at Chatham in 1878 for service as flagship on the East India station. She returned to England in 1883, and has been unemployed for the past twelve years, not being considered worth the cost of re-fitting and arming for foreign service.

It is not generally known that Sir Evelyn Wood, who in September last completed twenty-four years of Military service, was before he was gazetted a cornet in the 13th Light Dragoons in September, 1855, a midshipman in the Royal Navy, Lord Loch, the late Governor of the Cape, has had a similar change of career from the Navy to the Army. He served in the Naval Brigade in the Crimea, and in the Army in the Chinese War of 1856.

An order has been issued forbidding non-commissioned officers and men of the R.M.L.I. at Forton Barracks to smoke in the streets before 5 p.m. from the 1st October to the 31st March, and 6 p.m. from April to September. It is from these columns that an order, already referred to in these columns, has emanated commanding non-coms. and men of the R.M.L.I. to leave the sidewalk when they meet an officer and "salute" him from the road. Next please.

Commander Blanchard R. T. Coward, of Newton Abbot, while dressing for dinner at his residence on the 11th ult., was suddenly taken ill, and died within twenty minutes. Deceased was under orders to proceed to Bombay on transport service and had arranged to visit London on the 13th ult. to report himself to the Admiralty before leaving for India. Deceased, who was forty-five years of age, was a nephew of Admiral W. P. Wood.

Great regret is felt in the French Navy at the retirement of Vice-Admiral Duperon on attaining the limit of age. He has been very popular throughout a long career both in the Service and in society. A friend of the Prince of Wales, he has often visited England; and it was under his escort that the Empress Eugenie escaped from the dangers that threatened her in 1870, and got safely on board Sir John Burgoyne's yacht at Trouville.

On the 11th ult. the funeral took place at Hauser Cemetery of David Phillips, late chief stoker of H.M.S. *Crested*, who expired at Hauser Hospital from heart disease. The deceased, who recently returned from the China Station, was taken ill at the Royal Sailors' Rest, and subsequently conveyed to Hauser Hospital, where he lingered for four months. Some 60 leading stokers from the depot and a number of Marines were present at the funeral, the party being under the command of Lieut. Lane, of H.M.S. *Victoria*.

Mr. Robert Brown, whose promotion to the rank of Chief Gunner, in recognition of services in the Beaulieu expedition, was posted at the Admiralty on the 11th ult., is borne on the books of the *Monarch* for charge of torpedo-boats and stores at the Cape of Good Hope. He is a torpedo-gunner, and his seniority as a warrant officer dates from October 18th, 1878. He landed from the Cape Squadron to take part in the punitive expedition, commanded by Rear-Admiral Sir R. Ross, C.B., which ended in the capture of Beaulieu in February last, and he was mentioned in despatches.

A court-martial was held on board H.M.S. *Victory*, flagship at Portsmouth, on the 16th ult., Henry James Carter, Master-at-arms, late of H.M.S. *Gibraltar*, being charged with stealing a gold signet ring, the property of John Henry Sisk, late second-class domestic of the *Gibraltar* between the 24th day of April, 1896, and the 6th of March, 1897. The Court found the charge proved, and sentenced the prisoner to one year's imprisonment with hard labour, and dismissal from Her Majesty's Service. Prisoner said he had served 20 years in the Navy, and had always borne a very good character, and had three good conduct badges. There were no entries against him in the defaulter's book.

Referring to the loss of the steamer *Glengyle* a contemporary says:—So far there has been no official explanation as to why the boats of the Channel Fleet did not go to the assistance of the steamer *Glengyle* on the 20th August, but when it does come it will probably be to the effect that the Naval authorities at the Rock knew perfectly well there were two powerful salvage steamers in readiness to proceed at a moment's notice to any vessel in distress, that they saw these steamers go out to the help of the *Glengyle*, and that as they would be able to reach the scene long before the boats of the Fleet, it would have been a sheer waste of energy to have called the latter away.

It is not probable that the next Naval programme will be a shipbuilding one, but it is so, surely it is time that "My Lords" should some attention to the repeated criticisms by Naval authorities as to the disadvantage to which our ships, especially cruisers, are put in the matter of armament. During the Jubilee Naval Review it was impossible to pass down the lines of the ships at Spithead without noticing how much better armed the foreign war vessels were than our own. A sacrifice would, no doubt, have to be made, but even if less call was made a ship ought to be properly armed, and some of our finest cruisers would stand a good deal of improvement in that respect. The *Powerful* and her sister, for instance, should have had two, if not four, more 6in. guns in casemate, to say nothing of more guns of small calibre.

A correspondent has asked the *Hampshire Telegraph* for some particulars of the name *Vanguard* for our Navy—a name which is to be borne by one of the new battleships. Although it has not such a distinguished record as some of the other names of our modern men-of-war, yet it has figured in several important Naval actions. The last *Vanguard* was the old wooden 84-gun ship, built at Pembroke in 1824. She displaced 3,594 tons, and served in recent years as a receiving ship, but is now broken up.

An older *Vanguard*, a 74-gun ship, launched in 1774, was present in several of the actions of the American and French wars. She was wrecked off the coast of the French in the Channel in 1798, carried Commodore Hobson's broad pennant in Rodney's brushes with the French in the West Indies in April and May, 1780; was with Howe at the relief of Gibraltar in 1782; and in 1794, under Jervis, captured the *Martigues* expedition. A still earlier ship of the same name was the 20-gun frigate which, in 1761, captured the French 20-gun *Andromache*.

ARRIVALS.
Oct. 30 *Dreadnought*, from Hongkong, R. & B. Co.
Oct. 30 *Chrysanthemum*, from Hongkong, J. M. & Co.
Oct. 30 *Kowloon*, from Hongkong, J. M. & Co.
Oct. 30 *Pingtung*, from Hongkong, J. M. & Co.

DEPARTURES.
Oct. 30 *Chrysanthemum*, to Hongkong, J. M. & Co.
Oct. 30 *Kowloon*, to Hongkong, J. M. & Co.
Oct. 30 *Pingtung*, to Hongkong, J. M. & Co.

ARRIVALS.
Oct. 30 *Dreadnought*, from Hongkong, R. & B. Co.
Oct. 30 *Chrysanthemum*, from Hongkong, J. M. & Co.

Intimations.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU..... J. B. MacMillan	MARSEILLES, LONDON & ANT. WERP, VIA STRAITS (First shipping Cargo for JAV. PORTS), COLOMB and PORT SAID.	THURSDAY, 11th Novem- ber, at 4 P.M.
KAGOSHIMA MARU..... W. Thompson	SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA.	THURSDAY, 11th November, at 4 P.M.
OMI MARU..... C. Young	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 12th November, at 4 P.M.
YAMAGUCHI MARU..... S. Kawasumi	BOMBAY, VIA SINGAPORE (First ship- ping Cargo for JAV. PORTS), and COLOMB.	TUESDAY, 2nd November, at 4 P.M.
HAKATA MARU..... R. Nivison	KOBE and YOKOHAMA.	MONDAY, 15th November, at 4 P.M.
IDZUMI MARU..... R. Nunome	KOBE and YOKOHAMA.	FRIDAY, 19th November, at 4 P.M.
TOKIO MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKO- HAMA.	MONDAY, 22nd November, at 4 P.M.
SENDAI MARU..... C. Olsen	VLADIVOSTOK, VIA SHANGHAI, CHITVOO, CHEMULPOO, NAGASAKI, FUSAN and GINSEAN.	FRIDAY, 19th November, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7 Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st November, 1897.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and healthy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

Masonic.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zeland Street, on FRIDAY, the 5th November, at 7.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 30th October, 1897.

Auctions.

GOVERNMENT NOTIFICATION.
No. 412.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot:

the 2nd day of November, 1897, at 3 P.M., are published for general information.
By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held to-morrow, the 2nd day of November, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Hung Hom, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sub- divisions.	Locality.	Boundary Measurements.	Area in Squares of 100 ft. each.	Annual Rent.	Upset Price.
1	Lot 100, No. 1, 1st 1st 1st	200 ft. by 100 ft.	2	100	4,555

GOVERNMENT NOTIFICATION.
No. 413.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on WEDNESDAY, the 3rd day of November, 1897, at 3 P.M., are published for general information.
By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Wednesday, the 3rd day of November, 1897, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Hung Hom, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sub- divisions.	Locality.	Boundary Measurements.	Area in Squares of 100 ft. each.	Annual Rent.	Upset Price.
1	Lot 100, No. 1, 1st 1st 1st	200 ft. by 100 ft.	2	100	4,555

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
38, DIVISION STREET, KOREA.
Hongkong, 15th March, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship.

"FORMOSA,"
Captain Hodgins, will be despatched for the above Ports TO-MORROW, the 2nd November, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFFRAIK & Co.,
General Managers.

Hongkong, 1st November, 1897.

[1597]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENARTNEY,"
Captain Gable, will be despatched as above on WEDNESDAY, the 3rd November, at 4 P.M.
For Freight or Passage apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 29th October, 1897.

[1598]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above Ports on WEDNESDAY, the 3rd November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd October, 1897.

[1616]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUITSANG,"

Captain T.R. Galsworthy, will be despatched as above on FRIDAY, the 5th November, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 29th October, 1897.

[1649]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TRUCER,"

Captain Riley, will be despatched as above on TUESDAY, the 9th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st October, 1897.

[1602]

THE CHINA MUTUAL STEAM NAVA-
TION COMPANY, LIMITED.FOR LONDON VIA STRAITS AND
COLOMBO.(Taking Cargo at through rates for LIVERPOOL,
GLASGOW, CONTINENTAL PORTS, RIVER
PLATE, &c.)

THE Company's Steamship

"KINTUCK,"

Captain C. de La Perriere, will be despatched as above on or about the 12th November.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 28th October, 1897.

[1624]

NORTHERN PACIFIC STEAMSHIP
COMPANY

AND

OREGON RAILROAD AND NAVI-
GATION COMPANY.

FOR

PORTLAND, OREGON.

PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Lombard..... 2.580 | Tuesday... | Nov. 16.

Bismarck..... 3.601 | Tuesday... | Dec. 14.

Magat..... 3.634 | Tuesday... | Jan. 4.

THE Steamship

"LOMBARD,"

Captain C. W. Radion, sailing at Noon on TUESDAY, the 16th November, will proceed to PORTLAND, OREGON, via KOBE and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 13th October, 1897.

[1558]

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. T. American ship

"ABNER COBURN,"

Captain M. L. Park, is loading here for the above port and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 21st September, 1897.

[1447]

FOR SAN FRANCISCO.

THE 100 A. T. American ship

"NEW YORK,"

Peabody, Master, shortly expected here, will load for the above Port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

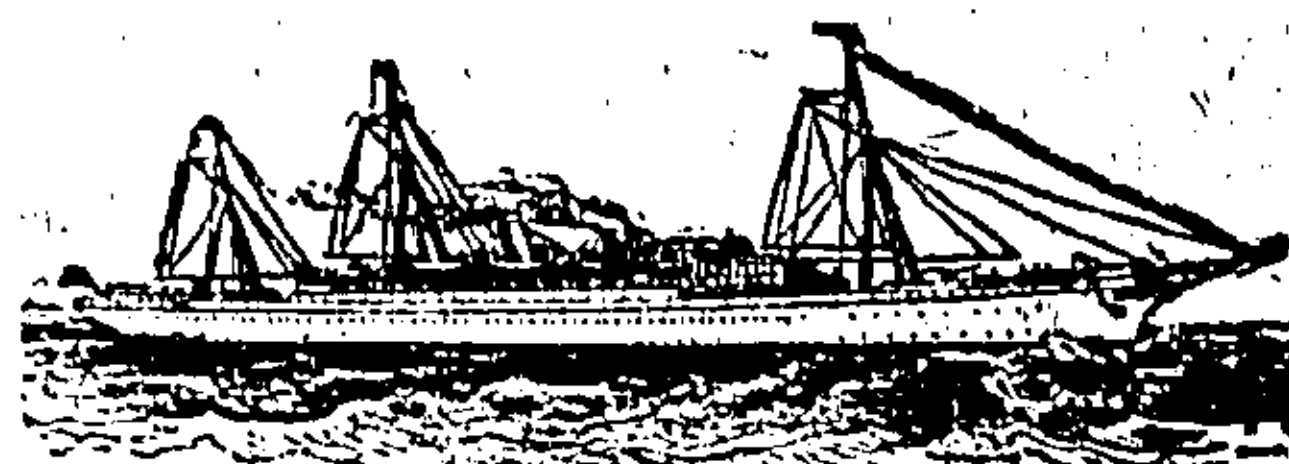
Hongkong, 22nd October, 1897.

[1448]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 11th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 11th November.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 11th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA

OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey (avoiding the rough

passages generally experienced in the latitudes further South) and make connection at Vancouver

with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC

RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE

ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,

New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the

Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition),

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 1st September, 1897.

D. E. BROWN, General Agent,

Paddar's Street.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

VIA

THE OVERLAND RAILWAYS.

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Thursday, 18th Nov.,
at Noon.Blight (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Tuesday, 7th Dec.,
at Noon.Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Tuesday, 28th Dec.,
at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 18th Nov., 1897, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particu-
lars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897.

[15]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S HARTJEN'S GENUINE

COMPOSITION RHD HAND BRAND,

HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

F. & O. SPECIAL LIQUOR SCOTCH-
WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May 1897.

[139]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM-FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, SOYOT, MEDITERRANEAN

PORTS, FLYPOUTH AND LONDON.

(Through Bills of Lading issued for HAVANA, PANAMA GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"THAMES,"

Captain E. R. Dowell, R.N.R., carrying Her Majesty's Mails, will be despatched from BOMBAY, on THURSDAY, the 4th Nov., at Noon, taking Passengers and Cargo for the above Ports. This Steamer coasts at Bombay with the S.S. *Farquhar*, leaving that Port on the 27th November, for London direct.

Suez and Valparaiso, all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 22nd October, 1897.

[15]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL</